## THE ATLANTIC TELEGRAPH.

Remarkable Improvements-New Signailing Instruments-The Wire Worked Without Insulation - Programme of Operations.

In the London Times of June 23, we find the following interesting account of the preparations for the Atlantic Telegraph expedition, which is to start next week. It will be seen that some improvements have been made in the apparatus to be used in this expedition, and that a remarkable experiment has demonstrated the teachbility of workers. the feasibility of working the conducting wire without insulation.

The Times says:—"If any illustration were ever needed to show the unflinching determination of English enterprise, no more signal example could be pointed out than in the repeated costly and almost yearly efforts made to establish perment electrical construction between permanent electrical communication between this country and America. Within a week from this date the fifth expedition organized for this purpose will leave England. In 1857 the first effort was made, and failed, when about three hundred miles from the Irish shore. In 1858 it was again attempted, with the two halves of the cable stowed in the Niagara and Agamemnon; and the terrific hurricane which both vessels met with then, no doubt did serious injury to their easily injured freight. Nevertheless, the effort was persevered with, and some one hundred miles were laid and lost between the two ships. Again the 'wire squadron,' as it was called, returned to Ireland, to start again for another attempt, and to the astonishment of all, the damaged cable was not only laid, but actually worked with clearness for some days, when it gradually became incoherent, then rambling with occasional gleams of intelligence, till at last it became uiterly intelligible, and so died out. It is needless to say how unhappily the expedition of last year failed, and to this day it is not known whether the injury to the cable' insulation was caused by accident or wanton

"The commercial loss upon these failures has been great; but even out of the evil has come some good, for in the interim the science of making, testing, and laying cables has so much improved, that an undetected fault in an insulated wire has now become literally impossible; while so much are the instruments for signalling improved, that not only can a slight fault be disregarded, if necessary, but it is even easy to work through a submarine wire with a toot of its copper stripped and bare to the water. This latter result, astonishing as it may appear, has actually been achieved for some days past with the whole Atlantic cable, on board the Great Eastern. Out of a length of more than 1700 miles, a coil has been taken from its centre, the copper conductor stripped clean of its insula-tion for a foot in length, and in this condition lowered over the vessel's side till it rested on the ground. Yet, through this, the clearest signals have been sent—so clear, indeed, as at one time to raise the question whether it would not be worth while to grapple for the first old Atlantic

worth while to grappie for the first old Atlantic cable ever laid, and, with these new instruments working gently through it for a year or so at least make it pay its cost.

"Nothing, in fact, can give a better idea of the change which has come over the science of submarine telegraphy than by the statement of the manner in which the three cables of 1858, 1865, and that of this year have been constructed. The actual constituents of each is as

CONDUCTORS.

"Conductor in 1858.—A copper strand, consisting of seven wires (six laid round one), and weighing 107 lbs. per nautical mile. "Ditto, 1865.—Copper strand, consisting of seven wires (six laid round one), and weighing 300 lbs. per nautical mile, embedded for solidity in Chatterton's compound. Gauge of single wire 048-ordinary 18 gauge. Gauge of strand 144-ordinary No. 10 gauge. "Ditto in 1866.—Same.

INSULATION.

"Insulator in 1858,-Gutta percha laid on in three coverings, and weighing 261 pounds per

"Insulation in 1865.—Gutta percha, four layers of which are laid on alternately with four thin layers of Chatterton's compound. weight of the entire insulation, 400 pounds per nautical mile. Diameter of core, 464; circumference of core, 1.392. Ditto, 1866,-Same,

## EXTERNAL PROTECTION.

"External Protection in 1858,-Eighteen strands of charcoal iron wire, each strand composed of seven wires (six laid round one), laid spirally round the core, which latter was viously padded with a serving of hemp saturated with a tar mixture. The separate wires were each 22½ gauge; the strand complete was No. 14 gauge.

"Ditto, 1865.—Ten solid wires of the gauge '985 (No. 13 gauge), drawn from Webster and Horstall's homogeneous fron, each wire sursounded separately with five strands of Manilla yarn, saturated with a preservative compound, and the whole laid spirally round the core, which latter is paided with jute yarn, saturated with preservative mixture.
"Ditto, 1866.—Ten solid wires of the gauge

\*\*Optio, 1806.—Ten solid wires of the gauge \*\*Option (No. 13 gauge), drawn from Webster and Horstall's homogeneous iron, and galvanized, each wire surrounded separately with five strands of white Manilla yarn, and the whole Inid spirally round the core, which latter is padded with ordinary hemp saturated with pre servative mixture. WEIGHT IN AIR.

"Weight in air in 1858, 20 cwt. per nautical

"Ditto, 1865, 35 cwt. 3 qrs. per nautical mile. "Ditto, 1866, 31 cwt. per nautical mile. WEIGHT IN WATER. "Weight in water in 1858, 13.4 cwt. per nauti-

Ditto, 1865, 14 cwt. per nautical mile. "Ditto, 1866, 144 cwt. per nautical mile.

cal mile.

BREAKING STRAIN.

"Breaking strain in 1858, 3 tons, 7 cwt., or equal to 4.85 times its weight in water per knot; that is to say, the cable would bear its own weight in a little less than five miles' depth of

"Ditto, 1865, 7 tons 15 cwt, or equal to 11 times its weight in water per knot; that is to say, the cable will bear its own weight in eleven

"Ditto, 1866, 8 tons 2 cwt., or equal to 12 times its weight in water per knot; that is to say, the cable will bear its own weight in twelve miles' depth of water.

DEEPEST WATER TO BE ENCOUNTERED. "Deepest Water to be Encountered, 1858-2400

"Ditto 1865-2400 fathoms, "Ditto 1866-2400 fathoms,

1866, 2730 miles.

CONTRACT STRAIN. "Contract Strain, 1858-Equal to 4.85 times its

weight per nautical mile in water. "Ditto 1865- Equal to 11 times its weight per nautical mile in water.
"Ditto 1866—Equal to 12 times its weight per nautical mile in water.

LENTH OF CABLE SHIPPED.

"Length of cable shipped, 1858, 2171 nautical

miles. "Ditto shipped, 1865, 2300 nautical miles. "Ditto to be shipped, to complete both lines,

"From the improvement which these com-parative cables show, both in the increased strength of the rope, its increased conductivity by the enlarged copper wire, and, above all, by its increased snd more carefully guarded insulation, any one will be able to see at a glance what strides have been made towards ultimate perfection. But it is chiefly in what cannot be seen, nor easily explained to the general reader in the instruments for detecting faults, and for working through them when they are detected, that the main progress has been made, and in this the expedition which will start next week is as

THE BOTTOM OF THE "GREAT EASTERN" CLEANSED. "The Great Eastern will leave Sheerness early on the morning of Saturday next. During the past winter Captain Anderson and Mr. Halpin.

perfect as the present high condition of electrical

his chief officer, have worked incessantly to get her into perfect seagoing trim, and she will start next week in better condition than she has ever before commenced a voyage. By a very simple apparatus, invented by Captain Anderson, every part of the bottom of the ship has been thoroughly scrubbed; and how much this was wanting may be judged from the tact that in many parts the musrels were in clusters of more than two feet thick upon her. Getting rid of this rough, shapeless mass from under her entire length will add at least a knot an hour to the vessel's speed.

OTHER IMPROVEMENTS.

"All the boilers have been thoroughly cleaned and repaired in every part, and the paddle engines, by a very simple contrivance, can be disconnected in less than four minutes, so that by going ahead with one and astern with the other the *Great Eastern* can be turned in her own length, as on a pivot. In picking up or grappling for cable this facility will be of the very last importance to the operations. very last importance to the operations.

STOWAGE OF THE CABLE.

"All the cable is not yet on board the great ship. The Amethyst is now discharging into the aftermost tank, and all the cable she has will be coiled away this evening. The bris, which left Greenwich yesterday with the last instalment of electrical rope, will finish her task by Thursday, on which day there will be no less than two thousand four hundred miles of cable on board the control of the control of the cable of the Great Eastern, of which seven hundred and forty-eight miles is part of the old cable of last year. This is stowed, as heretofore, in the three immense iron tanks built up from the main deck, one forward, one amidships, and one aft of the vessel. The weight of these tanks and the water in them is upwards of 1000 tons, and in addition the Great Eastern will carry 8500 tons of coal, 500 tons of telegraph stores and procedurers and 1000 tons of coal, 500 tons of telegraph stores and machinery, and 4000 tors of cable-a dead-weight cargo of more than 14,000 tons in atl. xelusive of engines, rig, and all ship's fittings, which will amount to nearly as much more. This, however, only brings the vessel down to her fair load-line-in fact, into the perfect trim in which she left last year, when the utmost swell of an angry Atlantic sea could do little more than make her dip occasionally among its rugged furrows.

THE SUPPLY OF COAL.

"It has been thought advisable, however, con-idering the Great Eastern's depth in the water, and the somewhat shallow channels she wil have to pass on her way to the river's mouth, not to put all the coals in her before she leaves Sheerness. At Bearhaven, therefore, 2500 tons will be taken on board before she starts for Valentia, and after joining the shore end, steams away on her adventurous voyage across the Atlantic. Except then, in this matter of coals, she will leave the Thames completely equipped.

THE PAYING-OUT AND HAULING-IN APPARATUS. "Among her stoles are twenty miles of grappling-rope of the most powerful kind that can be made, and equal to a strain of thirty tons. She also carries five miles of rope equal to a strain of eleven tons, with quite a collection of buoys, grappling irons, slip ropes, etc. But it the stem and stern are fitted two powerful little engines, made by Messrs. Penn, each of which works up to 80-horse power. These are connected with the paying out and hauling in apparatus. Both these latter have been slightly improved since last year, and have been made as light as possible, consistent with the work they have to do. Certainly, the hauling in powers of the engines are likely to be much in excess ot what is required to be done. Last year their efforts fell short of what was necessary.

THE CONVOY. "With the Great Eastern on Saturday next will also start her Majesty's steamship Terribie, twenty-one, and the steamers William Corry, Abany and Medway. Each of these vessels is of nearly one thousand eight hundred tons burden and all, with the exception of the Terrible, will be amply supplied with buoys, buoy ropes, grappling ropes, and grappling irons similar to those on board the *Great Eastern*. The *Medway* will take also three hundred and fifteen miles of last year's cable, with ninety-one miles of the massive rope to be used in crossing from Newfound land to the shores of the American continent, William Corry takes the tremendous iron coil which is to form the Irish shore end, which is no less than thirty miles in length, and weighs nore than two hundred and fifty tons, or about eight tons to the mile.

PROGRAMME OF OPERATIONS. "The programme of operations now decided upon is briefly as follows: -The Great Eastern is, as we have said, to proceed to Bearhaven on Saturday next. There she will take on board her final stores of coal, and walle so occupied the new shore end from Foilhommerum bay will be laid from the William Corry. When this is completed—and the operation is likely to last at least two days—the Great Eastern will come round to Valencia, and after having made the splice, will at once commence the great work of laying the main cable. Last year it is fancted that the speed of the Great Eastern was occasionally too great for safely paying out the tope. This time, therefore, her rate of going will be absolutely limited to below six knots. At this speed it will occupy eleven or twelve days to complete her labors from Valentia Bay to Heart's

'During the whole time of the operation the new instruments will be able to send signals through to Valentia at every hour, stating the latitude and longitude of the great ship, the weather, amount of cable paid out, etc. Ordi-nary news and messages likely to interest those at sea and isolated from the rest of the world are also to be sent in reply from Ireland to the Great Eastern.

"Vessels have already been sent out to New foundland with three thousand tons of coal, and supposing the expedition to be successful, the Great Eastern will take these on board and re-turn to the spot where the cable was so unfortunately broken last year. This is to be grappled tor, and even if six weeks or two months are consumed in the efforts, grappled for till found. If the end is got to the suttace, of course the usual splice will be made with the portions which are now stowed on board the Great Fastern and the William Corry, when the big ship will again return to Heart's Content bay and lay the

remainder on her passage.

"Thus, if all goes well, the month of September, at latest, will see us with two lines of telegraph to America, and both of which, when once down in deep water, are likely to remain in order for years to come. The arrangements made for raising the cable of last year are as perfect as can well be imagined. We shall describe them and other matters of much interest connected with the expedition on an early day. At present we have only given an outline of the programme of action laid down for one of the hest fitted and most important telegraphic expe ditions that ever quitted the English shores.'

MARSHAL'S SALE.—BY VIRTUE OF A writ of sale by the Hon. John Cadwalader, Judwe of the District Court of the United States in and for the Eastern District to Pennsylvania, to me directed will be sold at public sale to the highest and best bidder for cash, at PENNOCK'S MILLS, four miles from Avondale Station, Chester County, on WEDNESDAY, 11th day of July, at 12 M.

Fifty dozen unfinished Combs one Heater, one Steam Indicator, two Grinders, one Steam Table, one Washer, one Steam Indicator, two Grinders, one Steam Table, one Washer, one Steaht, Hangers and Pulleys with Beiting, two barrels containing Rubber, one lot loose Rubber, one lot Rubber Scraps, ten dozen Paper Boxes and Wrapping Frames with Standards and Spindisones, two Rabbing Frames with Standards and Spindisones, two Rabbing With Beiting and Pulleys, two Vises, four Isteam Tables, one Cutting Maschins two hundred Metal Plates, one cake of Tallow, and one lot of Husks.

A deposit of ten per cent will be required to be made at the time of sale on all purchases.

P. C. ELLMAKER,

U. S. Marshal Eastern District Pennsylvania.

N. B.—Cars leave Thirty-first and Markot streets at 7 A. M.

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kinds, slaughter-houses, offal and lat-bolling establishments; all kinds of manures (\*\*mmense\*\*) increasing the
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ocorizers, antiseptics, antiputrescents, and dishroctants
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Dear Sir:—It is sell it is represented to be We have
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New York, April 9, 1860.—To the President of the
New York, April 9, 1860.—To the President of the
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ROPOSAL 8.

PROPOSALS.

BUREAU OF YARDS AND DOCES.

BUREAU OF YARDS AND DOCES.

Sealed Proposals for each class separately endorsed.

'Proposals for Class No. (name the class) for the navy yard at (name the varil," will be received at this office until the lith of July next, at I o'clock P. M., at which hour the opening of the bids will be commenced, for furnishing and delivering at the several navy yards named, the materials and articles embraced in printed schedules, which, with the form of offer and guarantee, will be turnished on application, and sent by mail, it so requested, to persons desiring to offer to contract for any or all the classes named therein, by the commandants of the several navy yards, for the classes for the yards under their command, or by the paymaster nearest thereto, or by the Bureau for any or all of the yards.

To prevent confusion and mistakes in scaling the effers, no bid will be received which contains classes for more than one yard in one envelope; nor any bid which is not perfect and complete in itself according to the forms of offer and guarantee, and each individual of a firm must sign the bid and contract.

Bidders are hereby cautioned, and particularly notified, that their offers should be made on the printed form prescribed by the Bureau, and be mailed in time to reach their destination before the time expires for receiving them; no bid will be considered which shall be received after the period stated, and no allowance will be made for failures of the mail. All offers must be accompanied by the ladded's license, or a certified copy thereof.

To guard against offers being opened before the time appointed, bidders are requested to endorse on the envelope, above the address, and draw a line under the endorse nent, thus:—

"Proposals for Class No. (name the class) for the Navy Yard at immed the yard."

"To the Chief of the Bureau of Yards and Docks, Washington, D. C"

The certificate to the guarantors' responsibility must be certified to by the Assessor of Internal Revenue of the control

All the articles under the contract must be of the best quanty, delivered in good order, free of all and every charge or expense to the Government for delivery, and subject to the inspection, count, weight, or measurement of the said pavy yard, and be in all respects satisfactory to the commandant thereof. Bidders are referred to the yard for plans specifications, or samples, and any further descriptions of the articles of explanations they may deene. When bidders shall be in doubt as to the precise articles named in the schedule, they will apply to the commanding officer of the navy yard, and not to employes, for description of the article or articles in doubt, which miormation the said officer will give in writing.

writing.

Approved survies in the amount of the contract will be required, and twenty per centum as additional security deducted from each payment until the contract shall have been completed or cance led, unless otherwise authorized by the Department; and eighty per centum of the amount of all deliveries made will be paid by the paymaster at the place of delivery within ten days after warrants for the of delivery within ten days after warrants for the same shall have been passed by the Secretary of the

same shall have been passed by the Secretary of the Treasury.

No part of the per centum reserved is to be paid until all the rejected articles offered under the contract shall have been removed from the yard, and others supplied in their place, unless specially authorized by the Department.

It will be stipulated in the contract that if default shall be made by the parties of the first part in delivering all or any of the articles mentioned in any class bud for of the quality and at the times and pinces above provided, then and in that case the said parties will foriest and pay to the United States, as liquidated damages, a sum of money not to

as liquidated damages, a sum of money not to exceed twice the amount of such class therein agreed upon as the price to be paid in case of the actual delivery thereof, which may be recovof the schal delivery thereot, which may be recov-ered, from time to time, as they accrue according to the act of Congress in that case provided, ap-proved March 3, 1843.

The surcties must sign the contract, and their responsibility be certified to by the Assessor of Internal Revenue for the district in which they reside.

Persons whose offers shall be accepted will be notified by letter through the Post Office, which notice shall be considered sufficient; and if they do not enter into contract for the supplies specified within ten days after the receipt of the contract at the post office named or the paymaster designated, a contract will be made with some other person or persons, and the guarantors of such defaulting bidders will be held responsible for the difference between the offer of the default-ing bidder or bidders and that which may be All offers not made in strict conformity with this

advertisement will, at the option of the Bureau, be those only whose offers may be accepted will he notified, and contracts will be ready for execu-tion as soon thereafter as may be practicable. l'ostage stamps are not required on bids for-warded by mail. Revenue stamps will be required on the contracts; one five-cent stamp on each sheet of paper, and also one five cent stamp on each piece of paper, and also one five-cent simp to the certificate of the officer certifying to the re-sponsibility of the sureties. These samps are all to be furnished and cancelled by the con-

The cuastes of this Bureau are numbered and lettered as follows:—
Class No. 1, Bricks; No. 2, Stone; No. 2½, Stone; No. 3, Yellow Pine Timber: No. 4, Leliow Pine Lumber; No. 5, Oak and Hardwood; No. 6, White Pine, Spince, Juniper, and Cypress; No. 7, Lime, Hair, and Plaster; No. 8, Cement; No. 9, Gravel and Sand; No. 9½, Moulding and Firesand and Fireclay; No. 10, Slate; No. 11, Iron, Iron Spikes and Nails: No. 12, Steel; No. 13, Pig Iron; No. 14, Files; No. 15, Pairts, Oils, and Glass; No. 16, Ship Chandlery; No. 17, Hardware; No. 18, Stationery; No. 19, Firewood; No. 20, Hay and Straw; No. 21, Provender; No. 22, Charcoal; No. 23, Beiting, Packing, and Hose; No. 24, Sierm and Lubricating Oils; No. 27, Anthracite Coal; No. 29, Bituminous Cumberland Coal; No. 30, Semi-Bituminous Broad Top Coal (and Pictou at Boston Yard); No. 31, Copper and Composition Nails; No. 32 Machinery and Tools. Class A, for raising wings of Office Building (Portsmouth, N. H.) Class A, extending South Pier (Philadeiphia). Class A, repairing Building No. 11 (Norfolk). Class B, repairing Building No. 11 (Norfolk). Class B, repairing Building; No. 2, Hats. Boots, Shoes. The cuasees of this Bureau are numbered and

pairing Building No. 13 (Norto k).

Class No. 1, Clothing; No. 2, Hats. Boots, Shoes.
&c; No. 3, Provisions; No. 4, Groceries; No. 5,
Dry Goods; No. 6 Bread, &c; No. 7, Tobseco; No.
&, Coal; No. 9, Paints, Oils, Glass, &c; No. 11,
Lumber; No. 12, Firewood; No. 13, Provinder; No.
14. Miscellaneous; No. 15, Hardware; No. 16, Stainenery; No. 17, Filling Ice-houses.

The following are the classes, by their numbers
and detters, required at the respective Navy Yards
and Naval Asylum:—

and letters, required at the respective Ravy Fards and Naval Asytum:—

PORTSMOUTH, N. H.

Nos. 1, 5, 6, 8, 9‡, 11, 12, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 26, 27, 29, A.

BOSTON, MASS.

Nos. 2, 5, 6, 9, 9‡, 11, 12, 13, 14, 15, 16, 17, 18, 20, 21, 22, 23, 24, 26, 27, 29, 30.

NEW YORK.

Nos. 1, 2‡, 3, 4, 5, 6, 7, 8, 9, 9‡, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 39, 31, 32.

PHILADELPHIA.

Nos. 1, 2, 3, 5, 6, 7, 9, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 23, 24, 27, 30, 32, A.

NAVAL ASYLUM, PHILADELPHIA,

Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 29, 32.

Nos. 3, 5, 8, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 29, 32.

Nos. 3, 5, 8, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 27, 29, 31, 32, A.

Lensa Acoula, FLA. and Naval Asylum :-

24, 20, 27, 29, 81, 82, A, B. PENSACOLA, FLA. Nos. 1, 10, 12, 14, 15, 16, 17, 18, 23, 24, 31.

## LEGAL NOTICES.

THILADELPHIA, MAY 4, 1866.—NOTICE IS hereby given that a writ of scire factas will be issued upon the following claim, at the expiration of three months from the date her plunles the same is paid within that time to W. A. SLIVER, Attorney-at-Law, No. 3 N. SEVENTH Street.

"CITY" TO USE OF LANE SCHOFFELD VS.
Franklin Fire Insurance Company. C. P., December T. 1865. No 28. For paving, 874 43, lot N. E. corner of "wenty-second and Spruce atreets, 17 feet ront on spruce by 57 feet 4 inches deep on Twenty-second atreet.

54 3m\*

PROPOSALS.

ANTHRACIFE COAL FOR THE NAVY.

NAVY DEPARTMENT.

BURRAU OF EQUIPMENT AND RECRUITING,

Sealed Proposals for furnishing Anthracite Coat
for the Navy, to be deivered during the fiscal year
ending 30th June 1867, will be received at this
bureau until 10 A M., 30m July, 1856

These proposals must be indoised "Proposals for
Anthracite Coal for Steamers," that they may be
distinguished from other business letters.
The offer must be for the delivery of 40,000 tons, of
2240 pounds.

2240 pounds.

It e coal must be of the best Buck Mountain or B ack Heath, or of a kind equal to them in all respects, for the purpose intended, which equality will be determined by a Board appointed by the Secretary of the Navy after the reception of the lates.

the name of the coal proposed to be furnished must be stated in the offer.

It is to be delivered in lumps of suitable size for its cobe delivered in lumps of suitable size for the size and the size of uniform quality, selected It is to be delivered in lumps of suitable size for navai steamers, clean, of uniform quality, selected iree from impurities unmixed, of which the contractor will be required to furnish such evidence as will be satisfactory, and be subject to such inspection as to quality and quantity as the Department may direct. The coal must, in all respects, be satisfactory to the inspector or inspectors to be appointed by the Bureau, who will have the right of peremptory telection.

by the Bureau, who will have the right of peremptory rejection.

The coal is to be delivered on board vessels, at such place in the port of Philadelph a as may be designated by the Bureau, and in such quantities and at such times as, in the opinion of the Bureau, the exigencies of the service may require, commencing when the vessel is reported ready to receive eargo; turnisong, if demanded, not less than one thousand tons per day, to be distributed to cachivessel, as n ay be directed, until the loading is completed Proposa's will be likewise received for the delivery

of 12,000) tons of the same quality of coal, to be de-livered in the port of New York, on board vessels, as In the case of failure to deliver the coal in proper

In the case of failure to deliver the coal in proper quantity, of the proper quality, and at the proper time and place, the Bureau will reserve in the contract the right to purchase forthwith, at the contractor's risk and expense, that which may seem necessary to supply the deficiency.

Any demuriage or other charges to which the Navy Department may be subjected from delays in the prompt delivery of the coal by the contractors, will be deducted from their buls.

The price must be for the coal delivered on board vessels, on the terms and conditions above stated, at the contractor's risk and expense, and without extra charge of any kind.

charge of any kind.

The offer, as required by law, must be accompanied by a written guarantee, signed by one or more responsible persons, to the effect that they undertake that the bidder or bidders will, it his or their bid be accepted enter into obligation, at such time as may be prescribed by the Bureau, with good and sufficient securities, to furnish the supplies proposed.

No proposition will be considered unless accompanied by such guarantee; and the Department reserves the right to reject all the offers, it considered to be to the interest of the service to do so.

serves the right to reject all the offers, it considered to be to the interest of the service to do so.

Iwo or more surefues each, in a sum equal to the amount specified to be paid, will be required to sign the contract, and their responsibility will be certified by the Assessor of Internal Revenue of the District.

As additional and collateral security, twenty per cent will be withheld from the amount of all payments, which reservation is not to be paid except by authority of the Secretary of the Navy, until the contract shall have been in all respects complied with; and the remaining eighty per cent, or other amount that may be due upon each bit, will, when a proper certificate is furnished by the inspector, and the bill approved by the Bureau, be paid by such navy agents as the contractor may name, within ten days after the warrants for the same shall have been passed by the Secretary of the Treasury.

It will be stipulated in the contract that it default be made in the delivery of coal, in the quantity or quality, and at the place and time directed by the Bureau, then and in that case, the contractor and his sureties will forfeit and pay to the United States, as liquidated damages, a sum of money not exceeding twee the contract price, which may be recovered.

his sureties will forfeit and pay to the United States, as liquidated damages, a sum of money not exceeding twice the contract price, which may be recovered from time to time, according to the act or acts of Congress in that case provided.

Bidders whose proposals shall be accepted, and none other, will be notified, and, as early as practicable, a contract will be transmitted to them, which they will be required to execute within ten days after its receipt at the post office or may agency named by them. named by them.

The form of offer, guarantee, and certificate is herewith given:-FORM OF OFFER

I (or we), of \_\_\_\_\_\_, State of \_\_\_\_\_, hereby agree to ininish and deliver \_\_\_\_\_\_ thousand tous of \_\_\_\_\_\_ anthracite coal for steamers' use, at \_\_\_\_\_, at the rate of \_\_\_\_\_\_ per ton of 2240 pounds, amounting to \_\_\_\_\_\_ dollars, the whole in conformity with the provisions and terms of the advertisement of the 30th day of June, 1866, from the Navy Department, and hereunto appended.

Should my (or our) effer be accepted, I (or we) request to be informed at \_\_\_\_\_, and that the consequence.

request to be informed at —, and that the contract may be forwarded to —, for signatures and certificates.

(Place.) (Date.) A. B. FORM OF GUARANTEE. We, the undersigned residents of \_\_\_\_, in the State of \_\_\_\_, in the State of \_\_\_\_, hereby jointly and severally covenant with the United states, and guarantee that in case the foregoing bid of \_\_\_\_\_ be accepted, \_\_\_\_ will, within ten days after the receipt of the contract at \_\_\_\_\_, execute the same, with good and sufficient sureties for the delivery of the anthracite coal proposed, in cepted

Witness. (Signed), FORM OF CERTIFICATE AS TO GUARAN-

OFFICE OF THE ASSESSOR OF INTERNAL REVENUE, }
FOR THE — DISTRICT OF THE STATE OF — . }
Be it known, that on this — day of — . A.
D., 18—, at my office above named, — — and
guarantee, and known to me as such, severally appeared and made oath that they are worth, respectively, above all indebtedness, the sams set against their several names as follows, viz: their several names as follows, viz :-

And I hereby certify that by the books and records And I hereby certify that by the books and records in this office it appears that said parties, at the last annual assessment of internal revenue in this revenue district, to wit, on the \_\_\_\_\_ day of \_\_\_\_\_, A. D., 18—, were assessed upon properly and income of the following value, viz., The said \_\_\_\_\_\_\_, Witness my hand: — G. H , Assessor. [6 29:41]

S E A L E D P R O P O S A L S Will be received by the subscriber until 12 o'clock M., on THURSDAY, the 12th day of July FURNISHING THE MATERIALS

CONSTRUCTING CULVERTS in the First Culvert District of the city of Cam-den, New Jersey, as follows:— ONE BRICK CULVERT,

four feet in diameter, extending from the intersec-tion of second and Mickle streets, southward along Second street to the intersection of Hartman street (about 1350 feet), and thence westward so far necessary to make an outlet to the river Delaware.

Delaware.

ONE BRICK CULVERT,
three feet in diameter, extending from the intersection of Second and Mickle streets eastward along
Mickle street to Broadway (about 1880 feet).

ONE BRICK CULVERT, ONE BRICK CULVERT.

three feet in diameter, extending from the intersection of Second and Stevens streets eastward along Stevens street to Broadway (about 1800 feet).

On and after the 25th day of June instant plans and specifications of the required work will be filed for examination at the office of the City Clerk.

EDWARD H. SAUNDERS.

City Surveyor, No. 35 N. Second street. Camden, June 8, 1866.

MILLWARD & WINEBRENER D. S. WINEBRENER, WM. MILLWARD,

MACHINERY AND MANUFACTURERS SUPPLIES,

No. 118 MARKET Street, PHILADELPHIA, PA. AGENTS FOR THE SALE OF

Cotton and Woollen Machinery, Dealers in Manufacturers' Supplies of every description. Cak Tanned Leather Belting, AND MACHINE CARD CLOTHING

[4 25 8mrp

Of best quality and manufacture.

## PROPOSALS.

DROPOSALS FOR STATIONERY,

BUREAU OF NAVIGATION.

NAVY DEPARTMENT.

WASHINGTON, JUNE 15, 1893

Scaled Proposals will be received at this Bureau, until 12 M., on SATURDAY, the 14th of July, proximo, for the supply of Commencers' and Navigas ors' Stationery at the Navy Yard, New York, for use on board vessels of the United States Navy.

Printed schedules, giving a list of the names and quantities of the articles required will be furnished on application either to the Bureau directly or to the Navigation Office, Navy Yard, New York, where samples may be seen.

No proposal will be entertained unless accompanied by evidence that the bidder is a recognized dealer in the articles to be supplied, nor unless the proposals size complete for all the articles, in kind and quality, as stated on the schedule, with the amounts properly extended and footed; and the Bureau reserves the right to reject any or all of the bids which it shall not be for the interest of the Government to accept.

Every offer must be accompanied by a written suraintee of ability to perform a contract; and surelies in the full amount will be required to sign the centract.

Itoposals will be endorsed "Proposals for Stationery," and addressed the Chief of

Proposals will be endorsed "Proposals for Sta-lonery," and addressed to the Chief of this

THORNTON A. JENKINS, Chief of Bureau of Navigation.

GOVERNMENT SALES.

SALE OF GOVERNMENT BUILDINGS, SIABLES, FENCING, WHARVES, EIC., AF

GIESBORO, D. C.

QUARTERMASTER-GENERAL'S OFFICE,
FIRST DIVISION,
WASHINGTON, D. C., June 19, 1968.

By order of the Quartermaster-General, there will be cold on the premises, at Public Auction, under the direction of Captain George I. Browning, A. Q. M., commencing on TUESDAY, July 10, 1866, at 10 o'clock A. M., and continuing from the same hour each day thereafter (except FRIDAY, July 18, on which day the Water Works will be sold), until the whole shall have been disposed of, the following described public property, to wit:—

Eieven (11) OFFICES (frame) 28x140 (two stories, 16x28, 16x20, 16x28, two 20x20 (two stories), 16x38, (ki chen adjoining 10x16), 12x32, 15x16, two 26x23, and 28x75.

Eighty-nine (89) LABORERS' QUARTERS (frame); seventy-four 16x18, lourteen 12x14, and one 16x16, with shed adjoining 8x11.

Ien (10) DWELLINGS (frame), 28x50 (two stories, with back buildings 12x32), four 10x24, 15x40, 15x82, 16x28 (with wing 16x17, and two kitchens adjoining 9x12 and 10x10, 16x20, with wing 10x14), 24x24 (with shed adjoining 15x40).

Nine (9) MESS-HOUSES (frame) 28x190 (two stories), 15x60 (with wing 16x20), 28x140 (two stories), 15x60 (with wing 16x21), 28x140, 28x50 (two stories), 15x60 (with wing 16x22), 28x140, 28x50 (two stories), 16x50, 16x34, and 28x40.

Thirty-two (32) STABLES (frame); twenty-four 2xx42 six 28x256, one 11x32, and one 12x29 (with shed adjoining 14x50).

One (1) HOSPITAL STABLE (frame), with 5312 included and control of the stabiling.

One (1) 18SUING STABLE (frame), with 5312 included and control of the stabiling.

One (1) HOSPITAL STABLE (frame), with 5270 lineal feet of stabling.
One (1) ISSUING STABLE (frame), with 5312 lineal feet or stabling.
Twenty (20) BUILDINGS (frame), 28x32, 28x56, 18x32, 18x31, 15x65, 10x16, four 16x50, four 9x22, 28x452, 28x140, 21x48, 28x500, 20x25, and 17x17, SHEDDING, 7758 lineal rest.
Trirrty-two (32) WATER TANKS, 4x16; two feet down.

eep. Heventy-eight (78) MANGERS, Six16; three and

Seventy-eight (16) HALLSES.

haif feet deep
Twenty (20) OUT HOUSES.
One (1) HAY SHED 112x312.
One (1) GRAIN HOUSE (trame), 56x220.
Three (3) WHARVES: One 49.181 square
feet, one 11,169 square feet, and one 2880 square FENCING, 23.980 lineal feet.
One (1) STOREHOUSE (frame), 52x150,
Two BLACKSMITH SHOPS (frame), 48x100,

Two BLACKSMITH SHOPS (frame), 48x169, and 64x160.
One (1) ENGINE HOUSE, 17x32.
The tuildings will be sold singly, and must be removed within twenty days.
The buildings will be taken down at the expense of the purchasers. The depot is accessible by water, and vessels of the largest class can be loaded at the whart.

whari.

Terma—Cash, in Government funds.

A boat for Giesboro will leave the Sixth street wharf every hour during the day of sale.

For further information apply in person, or by letter, to Captain GEORGE I. BROWNING, A. Q. M., Giesboro, D. C., or to this office.

JAMES A. EKIN,

Brevet Brigadier-General U. S. A., in charge, 6 20 wfm9t

First Division, Q. M. G. O.

SSISTANT QUARTER-MASTER'S OFFICE, No. 1139 GIRARD Street, Philadelphia, Ponnsyivania, July 2. 1868.

Will be sold at Public Auction, on account of the United States, on the grounds at ISLING-TON LANE, PHILAD LIPHIA, Pennsylvania, on TUESDAY, July 19, 1866, sale commencing at 10 o'clock A. M., precisely, the buildings, etc., here-

10 o'clock A. M , precisely, the buildings, etc., heretofore known as CAMP CADWALLADER. 39 frame buildings, with shingle roofs,

sentre box. I flag staff, with ball and vane. 4 double lever iron force pump (Burnham'a patent) 6 wooden pumps woogen hydrants, with lead attachments.

S iron fire p ugs.
9 window sashes, assorted.
8 table tops and 22 fresties. 5 desks. 14 tables. 31 wooden benches wooden wash troughs.

2 carpenters' benches.

80 feet office railing.

1 ounter, shelving, drawers, etc.

1490 feet picket fence.

318 feet board fence, 12 feet high, containing thout 89,000 feet rough boards and hemoex scanting, to be sold in lots to suit purchasers.

2 large lots of firewood.

200 white wine shingles.

900 white pine shingles. 16,000 feet 4x6 hemlock scantling, used as plank 15,800 feet 3-inch hemlock plank, used as plank ad. 78,450 bricks, in chimneys, gutters, wells, etc. The frame buildings contain about— 172,440 feet hemlock scantling.

22 560 feet rough boards.

The buildings will be sold separately.

Terms of sa c—Cash, Government funds.

A deposit of ten (10) per cent, to be paid on every accepted bid; the balance to be paid immediately after the sale.

The iron water-pipe to be sold by the foot, more or less, as it lies buried in the ground, to be dug up and the ground filled in by the purchaser, and by superficial measurement amounts to

50 540 feet flooring and tongued boards.

1453 test 3 inch from water-pipe.
1598 test 14-inch from water-pipe.
202 test 14-inch from water-pipe.
The buildings, etc., must be removed within twenty (20) days from date of sale, and will be at the risk of the purchasers
The Ridge Avenue Passenger Railway Cars pass reser the Cappa every five minutes.

near the Camp every five minutes. By order of Brew. Brig.-Gen GEORGE H. CROSMAN, Ass't Qr. Master General U.S. A. GEORGE R. ORME, Capt. and Assistant Quartermaster SALE OF GOVERNMENT STEAM-TUG.

ASSISTANT QUARTERMASTER'S OFFICE, PHILADELPHIA DEPOT. June 29, 1866.

Will be sold at Public Auction, at SHACKAMAXON Street Wharf. Philadelphia, Penna., on
SATURDAY, July 7, 1866, at 10 o'clock A. M., the

Emited States
STEAM TUG "MONITOR."
Tonnage, 1046-95 tons; length, 805-10 feet; breadth,
185-10 feet; depth, 77-10 feet
The tug is now lying at Shackamaxon street
wharf, where she can be examined.

Terms—Cash, in Government funds.

By order of

Brevet Brig.-Gen. GEO. H. CROSMAN, Assistant Quartermaster General U.S. A.
HENRY BOWMAN,
Brevet Maj. and Assist, Quartermaster.

TRUSSES, SUPPORTERS, ETC.

PHILADELPHIA SURGEONS

BANDAGE INSTITUTE. No. 14 N.

NINTH Street, above Market—B. C.

EVERETT, after thirty years' practical experience,
guarantees the skillul adjustment of his Fremium
Palent Graduating Pressure Tross, and a variety of
others. Supporters, Elastic Stockings, Shoulder Braces,
Crutches, Suspensories, etc. Ladies' apartments conducted by a Lady.

528 § ICE COMPANIES.

HASTERN ICE COMPANY.—SEASON OF 1866.—8 lts. daily, 60 conts per week; 12 lbs daily, 75 ccurs per week; 16 lbs. daily, 90 cents per week; 16 lbs. daily, 90 cents per week; 16 lbs. daily, 90 cents per week; 18 lbs. daily, 15 per week. Depot, No. 241 QUEEK THOMAS J. LYONS, 51 JOHN S. MYEBS.